



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: September 27, 2017
Person Contacted: Peter K. Wacker
NTSB Accident Number: ERA17LA336

Narrative:

Mr. Wacker was contacted by phone on September 27, 2017, at 1023 EDT. He was called using the FAA-IIC's cellular phone of [REDACTED]. The phone was on speaker, and the FAA-IIC (Mark C. Ricker) was listening. Mr. Wacker provided a cell phone of [REDACTED], and an e-mail address of [REDACTED].

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he indicated that he had not been through this before but agreed to the interview without representation. The interview was conducted while both were next to the airplane.

The FAA-IIC indicated his pilot certificate number is [REDACTED], which is a private pilot certificate.

Mr. Wacker indicated at the start of the call that the airplane was based at KWDR, and it was out of annual inspection for about 1 year. In anticipation of an annual inspection, on September 25, 2017, he charged the aircraft's battery and ran the engine on the ground for about 30 minutes.

He provided the following timeline of event for September 26, 2017 –

He arrived at KWDR and ran the engine for about 5-7 minutes. After that time he decided to fly the airplane once around the airport traffic pattern. Before the flight, he performed a preflight inspection of the airplane which included him using a dipstick to verify the level of fuel in the fuel tanks. Each tank contained about 6.5 gallons of 100 low lead fuel. As part of his preflight inspection he also checked each fuel tank and fuel strainer for contaminants; he did not observe

any. He started the engine and performed an engine run-up before takeoff noting each magneto drop was 100 rpm. With the fuel shutoff valve handle down, or in the on position, he applied full power and noted full engine rpm at the start of the takeoff from runway 31. He became airborne and when the flight was about 3/4 down the runway and about 200 ft above ground level, the engine sputtered and quit. He continued ahead, and cleared powerlines and then executed a forced landing in a field. After coming to rest he heard fuel flowing from 1 tank to the other, and he attempted to turn off the fuel shutoff valve, but reported it was jammed and he could not move it all the way. He was not injured and there was no fire.

He was in the left seat and was wearing the seat belt and shoulder harness. He also reported that the propeller stopped during flight.

According to the FAA-IIC, the fuel tanks were not breached, and by moving the wings he could hear fuel sloshing around. There was no damage to the propeller or propeller spinner. The flap indicator was between 0 and 10°. The carburetor heat control was “stowed”, and the fuel shutoff handle was straight up, or off position. He also reported someone from the nearby fixed base operator (FBO) turned off the emergency locator transmitter last night. The airplane came to rest on a magnetic heading of 330° and elevation of 900 ft.

The latitude and longitude of the airplane was:

33°59'24" North
083°40'37" West

The digest was e-mailed to him for review on September 27, 2017, at 1138 EDT. He replied on September XX, 2017, at XXXX EDT with, “....” These comments were incorporated into the narrative.